GAS TRANSPORTATION TARIFFS

(for Shippers with customers
off-taking natural gas at high pressure)

(W.E.F. 1 Apr 18)

1 Introduction

1.1 Under the Gas Network Code, PowerGas is the Gas Transporter and is responsible for maintaining the reliability and safety of the gas transportation network in Singapore. PowerGas' transportation business is regulated by the Energy Market Authority (EMA). The transportation tariffs levied by PowerGas are approved by the EMA.

1.2 PowerGas charges transportation tariffs for the transport of gas through its network. PowerGas' transportation tariffs are levied on Shippers and not the end-users. End-users' transportation charges imposed by Shippers are commercial arrangements between both parties.

2 Natural Gas Transmission Tariffs

2.1 There are two gas transmission networks, namely Transmission Network 1 and Transmission Network 2. Transmission Network 1 refers to the natural gas transmission network conveying gas from West Natuna (Indonesia) and Transmission Network 2 is the natural gas transmission network conveying both piped natural gas and regasified LNG from South Sumatra (Indonesia), Malaysia and the LNG Terminal.

2.2 Transmission tariffs consist of capacity and usage charges (refer to Section 3 below for details). These charges are applicable to Shippers off-taking gas at high pressure. The same charging structure also applies to Shippers with Small Transmission Customers (i.e. with load less than or equal to 5 bbtud).

3 Transmission Charging Structure

3.1 Shippers book capacity with PowerGas to transport gas from designated injection points to off-take points. Shippers pay entry and exit charges based on their respective booked capacity. In addition, a usage charge is levied on the volume of gas transported. Details of the transmission charges are shown in Table 1 below:

Table 1: Transmission Charges

<table>
<tr><th></th><th>Entry Capacity Charge per annum ($/MMBtu/hr)</th><th>Exit Capacity Charge per annum ($/MMBtu/hr/km)</th><th>Transmission Usage Charge ($/MMBtu)</th></tr>
<tr><td>Transmission Network 1 (locational)</td><td>787.60</td><td>51.17</td><td>0.0076</td></tr>
<tr><td rowspan="2">Transmission Network 2 (locational)</td><td>1,224.19 (Attap Valley Injection Point)</td><td rowspan="2">35.07</td><td rowspan="2">0.0107</td></tr>
<tr><td>890.36 (Sakra Injection Point)</td></tr>
<tr><td>New Pipeline – utilised</td><td>304.88</td><td>304.88 *</td><td>0.0037</td></tr>
<tr><td>New Pipeline – excess</td><td>266.12</td><td>266.12 *</td><td>0.0039</td></tr>
</table>

* in $/MMBtu/hr per annum

Note: The above charges do not include GST. Charges inclusive of GST are shown in Appendix 1.

3.2 These transmission charges do not include specific cost items such as cost of metering stations. Specific costs are determined on a case-by-case basis for inclusion into the final transmission charges.

3.3 For Shippers with Small Transmission Customers (i.e. requiring gas at high pressure, but with load of less than or equal to 5 bbtud), the following transportation charges shall apply:

Table 2: Transmission Charges for Shippers with Small Transmission Customers

	Entry Capacity Charge per annum ($/MMBtu/hr)	Exit Capacity Charge per annum ($/MMBtu/hr)	Transmission Usage Charge ($/MMBtu)
Transmission Network 1	1,053.73	4,238.43	0.0137
Transmission Network 2 (Sakra)	1156.48	4,135.68	0.0137
Transmission Network 2 (Attap Valley)	1490.31	3,801.85	0.0137
Transmission Network 2 (SLNG)	1192.47	4,709.46	0.0174

Note: The above charges do not include GST. Charges inclusive of GST are shown in Appendix 1.

3.4 Shippers will have to pay Overrun Charges in the event they off-take gas above their booked capacity. These Overrun Charges are necessary to encourage the efficient use of the gas network. There are two types of Overrun Charges:

- Authorised Capacity Overrun Charge:
  If a Shipper applies for additional capacity above the booked capacity (i.e. capacity overrun), the Authorised Capacity Overrun Charge, equivalent to 1.25 times the Transmission Capacity Charge rate, shall be applied on that additional capacity.

- Unauthorised Capacity Overrun Charge:
  If a Shipper does not apply for Authorised Capacity Overrun for utilisation of additional capacity above the booked capacity, it will pay 2 times the Transmission Capacity Charge rate for that additional capacity utilised.

Appendix 1

Transmission Charges
(inclusive of 7% GST)

	Entry Capacity Charge per annum ($/MMBtu/hr)	Exit Capacity Charge per annum ($/MMBtu/hr/km)	Transmission Usage Charge ($/MMBtu)
Transmission Network 1 (locational)	842.73	55.39	0.0081
Transmission Network 2 (locational)	1,309.88 (Attap Valley Injection Point)	37.52	0.0114
	952.69 (Sakra Injection Point)		
New Pipeline – utilised	326.22	326.22	0.0040
New Pipeline – excess	284.75	284.75	0.0042

* in $/MMBtu/hr per annum

Note: Figures above may not be reflective of the full GST effect due to rounding.

Transmission Charges for Shippers with Small Transmission Customers (inclusive of 7% GST)

	Entry Capacity Charge per annum ($/MMBtu/hr)	Exit Capacity Charge per annum ($/MMBtu/hr)	Transmission Usage Charge ($/MMBtu)
Transmission Network 1	1,127.49	4,535.12	0.0147
Transmission Network 2 (Sakra)	1,237.43	4,425.18	0.0147
Transmission Network 2 (Attap Valley)	1,594.63	4,067.98	0.0147
Transmission Network 2 (SLNG)	1,275.94	5,039.12	0.0186

Note: Figures above may not be reflective of the full GST effect due to rounding.